National Fire Protection Association

FIRE REPORT

Mail promptly to NATIONAL FIRE PROTECTION ASSOCIATION, 60 Batterymarch Street, Boston, Mass. 02110

Date and Location

Date of fire June 22, 1969 Day of week Sunday Time 11:56 A.M. P.M.
Location of property (Street, City, State) Foot of Campbell Road at Cuyahoga River
Name of principal tenant Norfolk & Western Railroad
Type of occupancy (Give specific use of property) Railroad Trestle

Building Involved (If not a building describe on back)

Length ... Width ... If irregular shape give Sq. Ft. Area of Ground Floor ... Height ... No. of Stories ...
Walls (Wood, brick, concrete, etc.) ... Floor framing (Wood joist, steel, heavy timber, etc.) ... Roof framing (Wood, steel, etc.) ...
Roof deck (Wood, concrete, metal, etc.) ... Roof covering (Asphalt shingle, built-up, etc.) ...

Detection and Alarm

How discovered (Auto alarm, occupant, explosion, etc.) Train crew Was discovery delayed, yes or no? yes
If "yes," give reason (No watchman or alarm system, occupants asleep, etc.) Uninhabited area, under bridge
If possible, estimate time fire burned before discovery 5 minutes
How was alarm transmitted? Telephone Was transmittal delayed, yes or no? Yes
If "yes," give reason (Occupants fought fire, no fire alarm box, etc.) Train crew fought fire first
State if property operating or not, vacant, under construction, etc. Operating but uninhabited

Origin and Extent of Fire

Room or place where fire started Oil slick on river surface Which story? ...
Was fire confined to place of origin, yes or no? No If "no," give extent within building Surface of river in an area 300' X 300'
Did it spread beyond building of origin, yes or no? Yes If "yes," what other property was involved? Two railroad trestles

Cause of Fire

Indicate ignition source and material ignited. If uncertain describe what appears to have happened: Sparks from a Diesel Locomotive.

Was fire purposely set, yes or no? No Was arson suspected, yes or no? No Report result of investigation above.

Public Fire Protection

Response (give number). Companies 7, Engines 5, Ladders 1, Rescues or squads 1, Other 3 Deck Nozzles
No. hose lines used: 3½- or 3-in. None; 2½-in. 2, 1½-in. 3, Booster None
Was there a prearranged mutual aid plan, yes or no? No Was mutual aid used, yes or no? No If "yes," give names of other fire departments responding ...

Sprinkler System

Automatic sprinklers, yes or no? None Type (Wet, dry, etc.) ... Type heads (spray, regular) ... Supervised, yes or no? ...
Temperature Rating ... No. heads opened ... Satisfactory performance, yes or no? ...
If "no," give reason (Incomplete protection, closed valve, water supply defect, etc.) ...
Was fire department connection used, yes or no? ... If "no," explain ...

Detection System

Automatic fire detection system, yes or no? No Type (Rate of rise, fixed temp., etc.) ... Central station supervised, yes or no? ...
Was performance satisfactory, yes or no? ... If "no," explain ...

Watchman

Watchman at time of fire, yes or no? No Supervised, yes or no? No Did he make regular rounds, yes or no? ...
If "yes," give frequency of rounds and any pertinent particulars ...
Watchman performance satisfactory, yes or no? ... Reason for unsatisfactory performance ...

Misc. Protection

Extinguishers used (Number, type, size and effectiveness) 1 Dry Chemical, range ineffective, by train crew
Other private protection used (Standpipe hose, fixed CO_2, etc., and effectiveness) None

If lightning was cause of fire, was building rodded, yes or no? ... Was lightning protection in good condition? ...

Casualties and Property Damage

Loss of life (State age and sex) None Cause of loss of life ...
Personal injury None
Sound value of buildings $ xxxx Estimated building loss $ 45,000
Sound value of contents $ 140,000 Estimated contents loss $ 5,00
Total value $ 280,000 Estimated total loss $ 50,000

OMD

(OVER)

FACTORS INFLUENCING FIRE SPREAD AND EXTENT OF DAMAGE

1. Structural deficiencies influencing fire spread Understructures unprotected open wood constructi
Open stair or elevator shafts; non-fire-stopped walls, etc.; undivided attic; lack of fire walls; combustible

fibreboard interior finish; combustible insulation; windowless walls; etc.

2. Fire protection deficiencies influencing fire spread No private fire brigade, no hydrants in
Fire door blocked open; inadequate water supplies for fire fighting (estimate flow available); poor

immediate area, no patrol or watch service.
hydrant spacing (give spacing); distance from nearest fire department; no private fire brigade; no fire extinguishers; lack of protection for special hazards, etc.

3. Contents features influencing fire spread Oil slick on river stagnant under two trestles
Poor stock subdivision; high piled stock; windows blocked; flammable liquids

together with debris accumulated in oil slick.
improperly stored or handled; poor housekeeping; dust accumulation; oil on floor, walls, etc.

4. Record losses and performance of safes and vaults None

5. Salvage operations during and after fire None

REMARKS

Use this space to report other details that would contribute to an understanding of the factors responsible for this fire — weather conditions poor water supplies, inadequate manpower and equipment, etc. Include a sketch and additional sheets where appropriate.

Fire was discovered by train crew, who attempted to extinguish same with Dry Chemical extinguisher, range was ineffective and after emptying extinguisher, one man then ran across bridge to a yard telephone a distance of at least 1,000 feet to call Fire Department.
The yard hydrants in this area were shut off for construction of new building, then were disconnected, there are no hydrants in this area.
It was necessary to have one Engine Company draft water from the river to supply hand lines, while the Fire Boat used 3 Deck Nozzles.
One Engine Company was dispatched to the West side of the riveras a precautionary measure to prevent the spread of fire, in the event the trestles had collapsed.
Damage to the Norfolk and Western Trestle was severe and traffic had to be detoured. Damage to Newburgh & South Shore Trestle was not too severe and this trestle remained in service, handling traffic for both railroads.
Both these trestles were at the head of navigation and were stationary structures making it impossible to get the Fire Boat under either structure, fire in the understructure was finally extinguished with the use of a distributor nozzle.
This was a cloudy day with wind of 8 m/p/h from the ENE, temperature of 71° and humidity 48%

Each trestle contained one track and were approximately 350' long and 10' wide of wood construction supported on steel beams, spanning the Cuyahoga River.

Bernard L. Campbell
Reporting Officer or Inspector Chief 1st Bn *Rank*